

MPO Liaison UPWP Review Checklist

Completeness

ID	Review Item	Comments	Reference
A1	* Table of Contents is accurate and internally-linked.	TOC does not appear to be internally linked.	✓ -- for use in column B
A2	* Document has no broken links.		✗ -- for use in column B
A3	* Document has no text or image placeholders.		
A4	* Charts, tables, and maps are legible and properly annotated.		
A5	* Document passes an accessible check.		
A6	* New federal emphasis areas from the Bipartisan Infrastructure Law (BIL) are referenced.		<a href="https://www.transit.dot.gov/regulations-and-programs/transportation-planning/2021-planning-emphasis-areas">https://www.transit.dot.gov/regulations-and-programs/transportation-planning/2021-planning-emphasis-areas</a>
A7	* Document is available in relevant languages per the MPO's Title VI Plan.		
A8	* List of MPO members is current.		
A9	* Signatory sheet is included and accurate.	Please ensure signatory sheet is included in final version.	
A10	* Acronyms and partner agency lists are up to date.		

Narrative

ID	Review Item	Comments	Reference
B1	* UPWP is comprehensible to the general public.		
B2	* UPWP refers directly to vision, goals, and objectives from RTP.		
B3	* UPWP Amendment/Adjustment procedures are explicit and align with latest federal guidance (see MAPRA materials)		
B4	Governing MOUs between MassDOT, MPO, RTAs, and neighboring MPOs have been reviewed for potential improvements or updates.		
B5	Planning efforts are coordinated with MassDOT modal plans.		<a href="https://www.mass.gov/statewide-plans">https://www.mass.gov/statewide-plans</a>

UPWP Tasks

ID	Review Item	Comments	Reference
C1	* Individual tasks include detailed scopes, budgets, and schedules.	Page 3-21 indicates that the TE task includes the development of the Coordinated Public Transit–Human Services Transportation Plan, but this is not described as part of the task description. More detail in the description as to how it involves this Plan would be valuable.	
C2	* Individual tasks outline community beneficiaries.		
C3	* Transit-related tasks are specific.		
C4	* Includes a task on performance-based planning.		
C5	* Includes a task for an update to any congestion mitigation planning efforts.		
C6	* UPWP includes a summary of available staff hours.		
C7	* Individual tasks anticipate needed staff-hours / consulting resources.		
C8	* Tasks from previous UPWPs have been analyzed for past utilization.		

Impacts Analysis

ID	Review Item	Comments	Reference
D1	* UPWP includes a geographic equity distribution table showing 2017–2021 and current UPWP-funded studies by municipality and number of tasks.	On page D-2, in the narrative, it would be valuable to assess the results of the social and geographic equity analyses displayed as part of Tables D-1 and D-2 and describe any takeaways from these analyses for future outreach and programming.	
D2	* UPWP includes a social equity distribution table of past and current UPWP-funded studies considering language access and EJ populations.		
D3	* Public involvement and comment are explicitly documented and in line with MPO's Public Participation Plan.		

\* indicates required by state or federal regulation.

*Prepared by Derek Krevat*



Srilekha Murthy &lt;smurthy@ctps.org&gt;

## Feedback on the UPWP

3 messages

Lucia Dolan <dolanlucia@gmail.com>  
To: smurthy@ctps.org

Fri, Jul 22, 2022 at 3:05 PM

Dear Srilekha,

Could you explain the substantial increases FFY 2022 to FFY 2023 for Support to the MPO & Committees; Graphics; & PD? Thanks - Lucia

**Table 8-1  
UPWP Budget—Certification Requirements for FFY 2023**

Project ID	Name	FFY 2022 CTPS UPWP Budget	Expected Project Status as of 10/1/2022	Proposed FFY 2023 CTPS Budget
9123	Support to the MPO and its Committees	\$240,000	Ongoing	\$405,088
9323	Regional Transportation Advisory Council Support	\$40,000	Ongoing	\$35,000
9623	Public Participation Process	\$180,000	Ongoing	\$253,000
9223	General Graphics	\$93,800	Ongoing	\$250,500
9523	Professional Development	\$64,500	Ongoing	\$100,000
<b>Support to the MPO Subtotal</b>		<b>\$618,300</b>		<b>\$1,043,588</b>

Srilekha Murthy <smurthy@ctps.org>  
To: Lucia Dolan <dolanlucia@gmail.com>  
Cc: Jonathan Church <jchurch@ctps.org>

Mon, Jul 25, 2022 at 9:30 AM

Good morning Lucia,

The increases in the Support to the MPO, Graphics, and Professional Development line items are, generally speaking, a result of increased funding for the MPO from the Bipartisan Infrastructure Law. More specifically, these budget increases imply not only maintaining work that had been previously done under these line items, but also aspiring to expand on some tasks. Within Support to the MPO, tasks include Supporting the MPO and its Committees, Coordinating 3C planning and programming activities and programs, Coordinating with state and federal partners, Coordinating with neighboring MPOs, and Supporting the Transportation Policy Task Force. As the MPO undertakes a new Operations Plan, increased funding is needed to support this work. Additionally, we aim to build out the Transportation Policy Task Force, which aids the MPO in understanding new legislation at all levels regarding transportation policy, and how it may affect our work.

With respect to the Graphics line item, this represents the merging of two line items into one, General Graphics and Provision of Materials in Accessible Formats. The Professional Development line item increase represents the cost of courses, training, programs, and workshops sponsored by a wide range of organizations that staff attend throughout the year.

Best,

Srilekha

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**Srilekha Murthy** | she, her, hers  
**Unified Planning Work Program (UPWP) Manager**  
Central Transportation Planning Staff  
Boston Region Metropolitan Planning Organization

Wednesday, August 10, 2022

Boston Region MPO Board  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Re: Comment letter on Federal Fiscal Year 2022-2023 Unified Planning and Work Program

Dear members of the Boston Region Metropolitan Planning Organization Board:

The members of the Regional Transportation Advisory Council (the Advisory Council) offer the following comments on this year's Unified Planning and Work Program (UPWP).

### **Development of this year's UPWP**

The Advisory Council believes that the process to develop this year's UPWP was less transparent than in previous years. In our initial review earlier in the UPWP process, several of the proposed discreet studies did not have clear goals and objectives or appeared to be composed of different discreet ideas that were only partially related to each other. MPO staff modified the study descriptions since then. While these modifications improve our understanding of the intent of the discreet studies, we were left unclear with how those decisions were made.

### **Ongoing priorities**

In addition, we have concerns with the lack of discreet studies that assist with the MPO's transit modernization and climate resilience programs. We are concerned that there seemingly are few projects in development for the transit modernization program. A discreet study this federal fiscal year that would assist in identifying potential projects for MPO funding would be well timed. In the development of the previous UPWP for federal fiscal years 2021 and 2022, we noted that the previous UPWP did not have any discreet studies to look at climate resilience and that MPO board and staff look to brainstorm ideas on how to address the issues and problems that come with climate change.

### **Additional suggestions**

The Advisory Council appreciate that MPO staff have created a document that allows people to understand the long-term outcomes of several years of the UPWP. This is most evident in the appendix table C-2 that shows the number of studies in each fiscal year that address the goals in the regional long-range transportation plan. We would like to suggest that the MPO show additional information about inputs and outcomes. For inputs, this would include information like dollar amounts for each category. For outcomes, this would include information such as total number of work products – memos, reports, presentations.

Thank you very much for your attention to our comments and suggestions.

On behalf of the members of the Advisory Council,

Len Diggins, Chair

cc: Members of the 3C Committee of the Advisory Council  
Andrew Reker, City of Cambridge  
Ana Cristina Fragoso, American Council of Engineering Companies  
John McQueen, Walk Boston  
John Seward, MoveMass  
Len Diggins, Regional Transportation Advisory Council, Chair  
Schuyler Larrabee, Boston Society of Architects



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August 12, 2022

Srilekha Murthy  
UPWP Manager, Boston Region MPO  
10 Park Plaza, Suite 2150  
Boston, MA 02116

Re: Boston MPO Unified Planning Work Program (UPWP) FFY23

Dear Ms. Murthy:

On behalf of the 495/MetroWest Partnership, please accept the following comments regarding the draft FFY 2023 Unified Planning Work Program (UPWP) for the Boston Metropolitan Planning Organization (Boston MPO).

The 495/MetroWest Partnership is a unique alliance among businesses, municipalities, and other stakeholders leading the advancement of the 495/MetroWest region as an exceptional location for people, businesses, and communities. Our vision is one in which the 495/MetroWest region enjoys sustainable economic growth, well-stewarded natural and built resources, and diverse transportation and housing choices across our 36 cities and towns. The Partnership accomplishes this by providing coordination, education, and advocacy for solutions to regional constraints.

As a result of the pandemic, new transportation trends and challenges have emerged in the 495/MetroWest region: remote workers generate more local discretionary trips and parking demand in downtown areas, demand-response transit services continue to sprout across the region, and labor shortages continue to impact Regional Transit Authority (RTA) operations. The Partnership recognizes that these newly emerging trends necessitate further research and understanding to better adapt to the changing landscape of mobility.

The Boston Region MPO includes twenty-six of the Partnership's thirty-six communities. We greatly appreciate the number of planning projects that have been completed in our region in recent years across our shared municipalities. We support the inclusion of **Learning from Roadway Pricing Experiences**, which will analyze tolling, congestion pricing, and dynamic parking pricing in other metropolitan areas to inform planners and policymakers of any benefits and drawbacks. This study comes at a time when transportation revenue generation and congestion management strategies have reemerged as legislative points of interest; a commission on mobility pricing strategies was recently ratified as a policy provision in the transportation bond bill. The Partnership also supports ongoing Transit Modernization Program planning work, especially as it pertains to accessibility improvements, and station and fleet modernization.

The Partnership would like to express our support for projects that are currently in the UPWP universe, but which were left unfunded in FFY23:

**Analyzing the Environmental Justice Impacts of Congestion Pricing** - Although congestion pricing is just a subset of roadway pricing models, the Partnership believes this study should be conducted concurrently with **Learning from Roadway Pricing Experiences** to better illustrate to policymakers the nuances between and within roadway pricing models. As a member of the Mobility Pricing Commission, the Partnership is interested in further exploring how flat and variable pricing models and road user costs via cordon zones and HOT lanes impact Environmental Justice communities. The Partnership is also interested in how congestion pricing revenues are expended in other cities, specifically whether funds are redistributed towards projects that enhance mobility options in Environmental Justice communities.

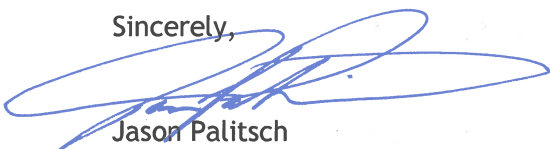
**Equity Analysis of Demand-Response Transit in the Boston Region** - The Partnership is interested in demand-response services as a tool to better coordinate interconnectivity within and between RTA service areas that predominantly offer hub-and-spoke routes. RTA service in the region is largely not designed to move travelers within our region, but instead is designed to take travelers to and from outside hubs (such as Worcester and Lowell) to those 495/MetroWest communities in their immediate orbit. The pandemic forced many RTAs, especially those with suburban and exurban communities within their coverage areas, to rethink their service offerings in the wake of declining ridership figures and increasing dead mileage. Since March 2020, GATRA, WRTA, and MWRTA have launched or expanded their demand-response services; MART launched a multi-community program utilizing Community Connections funding in the FY23-27 Transportation Improvement Program that connects MART and LRTA communities.

These demand-response services vary in coverage area size, operating hours, price per-ride, third-party mobility service provider, ridesharing enablement features, and whether the service exclusively app-based or dispatch-friendly. While these services have the capability to unlock mobility solutions in areas underserved by fixed-route transit, a holistic assessment of current services, including a demographic analysis of core ridership, is necessary to better serve underrepresented communities.

The Partnership would also like to call attention to the **SWAP Warehousing, Logistics, and Mitigation Study**, which was included as an unfunded study in the FY22 UPWP, but was subsequently dropped from the FY23 universe of projects. This study remains important to SWAP and overlapping 495/MetroWest communities as the e-commerce footprint continues to grow in the region. This topic also presents a great opportunity for cross-MPO collaboration; participation in regional dialogue suggests that communities where such projects are sited and abutting communities have varying attitudes and experiences mitigating traffic impacts depending on their geographic location and proximity to state and federal highways.

We thank you for your consideration of our comments. If there are any questions regarding our commentary on the UPWP, please contact our Manager of Policy & Planning, Jeremy Thompson at 774-760-0495, or by email at [jeremy@495partnership.org](mailto:jeremy@495partnership.org). Thank you for your time and consideration.

Sincerely,



Jason Palitsch  
Executive Director  
The 495/MetroWest Partnership